



Airworthiness Directive

AD No.: 2023-0081

Issued: 18 April 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DEUTSCHE AIRCRAFT GmbH

Type/Model designation(s):

Dornier 328 aeroplanes

Effective Date: 02 May 2023

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Frames 24 and 26 – Inspection

Manufacturer(s):

Dornier Luftfahrt GmbH, Fairchild-Dornier GmbH, AvCraft Aerospace GmbH

Applicability:

Dornier 328-100 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Deutsche Aircraft GmbH Service Bulletin (SB) SB-328-53-559 Revision 1.

Reason:

Occurrences were reported of finding cracks in fuselage frames (FR) 24 and FR26 of a Dornier 328-100 aeroplane. Investigations are still ongoing to identify the root cause of this event.

This condition, if not detected and corrected, could lead to failure of load carrying structural elements, possibly resulting in reduced integrity of the fuselage.

To address this potential unsafe condition, Deutsche Aircraft GmbH issued the SB, as defined in this AD, providing inspection instructions.



For the reasons described above, this AD requires a one-time inspection of fuselage FR24 and FR26 and, depending on finding(s), accomplishment of an applicable repair. This AD also requires reporting the inspection results.

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 1 500 flight cycles (FC) or during accomplishment of Deutsche Aircraft GmbH Dornier 328 Maintenance Review Board Report (MRBR) task 53-41-37-02, whichever occurs first after the effective date of this AD, inspect FR24 and FR26 (left-hand and right-hand sides of the fuselage) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any damage is detected, as specified in the SB, before next flight, contact Deutsche Aircraft GmbH for approved repair instructions and, within the compliance time indicated therein, accomplish the repair accordingly, including any post-repair maintenance actions.

Reporting:

- (3) Within 30 days after the inspection, or within 30 days after the effective date of this AD, whichever occurs later, as required by paragraph (1) of this AD, report the inspection results, including no findings, to Deutsche Aircraft GmbH. This can be accomplished in accordance with the instructions of the SB.

Credit:

- (4) Inspection of an aeroplane and reporting of results, accomplished within 1 500 FC before the effective date of this AD, in accordance with the instructions of Deutsche Aircraft GmbH SB-328-53-559 at original issue is acceptable to comply with the requirements of paragraphs (1) and (3) of this AD for that aeroplane.

Ref. Publications:

Deutsche Aircraft GmbH SB-328-53-559 original issue dated 20 July 2017, or Revision 1 dated 20 February 2023.

Deutsche Aircraft GmbH Dornier 328 MRBR Revision 12 dated 31 May 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 07 March 2023 as PAD 23-031 for consultation until 04 April 2023. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Deutsche Aircraft GmbH, Oberpfaffenhofen Airport, D-82234 Wessling, Federal Republic of Germany; Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565; E-mail gsc.op@deutscheaircraft.com.

